

MOSCOW

GENERAL PLAN FOR THE RECONSTRUCTION OF THE CITY

ГЕНЕРАЛЬНЫЙ ПЛАН
РЕКОНСТРУКЦИИ ГОРОДА МОСКВЫ

UNION OF SOVIET ARCHITECTS • 1935

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Foreword

The general plan for the reconstruction of the city of Moscow, the capital of the Soviet Union, made public in July of this year, is the result of several years of extensive preparatory work. Numerous architects, city planning experts, economists, engineers, physicians and other specialists, as well as broad masses of workers, took part in the discussion and preparation of this plan. The intensive growth of Moscow during the post-revolutionary period; the construction of a great number of huge new industrial enterprises, the extensive development of the city's transport system; the increase in the cultural requirements of Moscow's population—all this made imperative the immediate radical replanning and reconstruction of the city.

The decision of July 10, 1935, herewith published in full, unfolds an extensive program of work on the all-sided reconstruction of Moscow, one which covers a period of ten years and one for the immediate three years. The basic idea and aim of the general plan of the city of Moscow is the creation of the

most favourable conditions for the cultural development and the welfare of the entire five million future population of the city as a whole and of each person individually.

Considering as it does that huge cities do not answer the purpose and do not meet the interests of culture, economics and hygiene, the plan has in view a population of five million people (at present the population of Moscow exceeds 3,500,000). The area of the city is to be more than doubled: from the present 28,500 hectares the city limits will be extended to include 60,000 hectares. This extension is to be carried out by adjoining to Moscow new territories, in particular, the most healthful elevated territories in the southwest where absolutely empty plots of land make it possible to develop most extensively the construction of dwellings.

Beyond the limits of this territory of 60,000 hectares a belt of parks and woods ten kilometres wide will be created.

There will also be a radical change in the water resources of Moscow. Thanks to the construction of the great canal connecting the Moscow River with the Volga, work on which is now proceeding, Moscow will obtain abundant new water supplies. Two new rings of canals are being constructed in the city; the Moscow River is being made navigable for large river steamers; mighty new reservoirs are being built.

Moscow is an ancient city. It dates back over a thousand years and it possesses numerous features that came down to it from medieval times, in partic-

ular, the intricate and irregular network of streets, and many narrow and crooked alleys and thoroughfares. While preserving the historical, radial system of streets, the plan subjects this system to a fundamental reconstruction.

Three wide main thoroughfares will cut through the city from north to south, from northeast to southwest and from northwest to southeast. A whole series of new streets and new radial thoroughfares will be laid out; old squares will be widened, new squares will be laid out, crooked thoroughfares will be eliminated; narrow streets will be decidedly broadened.

A great part in the plan of reconstruction will be the introduction of more verdure into the city. For this purpose new parks, squares and gardens are provided, and big green bands will run from the outside green belt to the very centre of the city.

The construction of dwellings in Moscow will be concentrated primarily along the river banks and in the new sections of the city, that is, in those sections which are the best from the point of view of health and restfulness. The extent of the construction of new dwellings can be estimated from the figures given in the plan: during these ten years 15,000,000 square metres of floor space will be constructed, of which 3,000,000 square metres will be built within the next three years. In other words, during the ten years as much new space will be constructed as there is in all Moscow today. The plan determines in detail the character and the types of dwelling

construction, such as, the maximum number of storeys, the method of block arrangement, and it also gives a precise program of colossal work in the construction of schools, various social, transport, trading and other buildings.

From the point of view of architecture, one of the most important ideas advanced by the plan is the demand for uniformity in the architectural treatment of streets, squares, embankments and parks. The architect is called upon to design and to build not only individual houses, but entire city blocks, squares and streets. Because there is planned socialist economy and no private property in land in the U.S.S.R., Soviet architecture has the broad possibility of creating mighty urban ensembles, each subject to a definite architectural idea and in their totality constituting the body of the socialist city. In realizing these enormous and complicated tasks, Soviet architecture is called upon creatively to work over what is best in the entire heritage of classical and modern architecture.

Decision of the Council of People's Commissars of the U.S.S.R. and of the Central Committee of the C.P.S.U.

Moscow, which for many centuries had developed in chaotic fashion, reflected, even in the best years of its development, the barbaric character of Russian capitalism. The narrow and crooked streets, the districts intersected by a multitude of lanes and blind alleys, the uneven distribution of buildings between the centre and the outskirts of the city, the centre encumbered with warehouses and small enterprises, the low, decrepit houses huddled together, the haphazard distribution of the industrial enterprises, railroads, and other branches of economy and public service hinder the normal life of the rapidly developing city, particularly in respect to traffic, and make imperative a radical and planned reconstruction.

The Central Committee of the C.P.S.U and the Council of People's Commissars of the U.S.S.R. place on record the fact that on the basis of the decisions of the June 1931 Plenum of the Central Committee of the C.P.S.U. extensive work is being done in connection with the reconstruction of the municipal economy of the city of Moscow, thanks to which the

living conditions of the toilers of the city have been considerably improved: the building of the underground railway and the Volga-Moscow Canal, the widening of the most important central streets and squares, the facing of the Moscow River banks with granite and the construction of improved roadways, public buildings, houses and schools, factory kitchens and public dining-rooms, mechanized bakeries and cold-storage plants, the development of central heating, regularity in the supply of fuel to the population, increase in the water supply, improvement in scavenging and drainage, etc.

The great work now being carried out on the reconstruction of the municipal economy of Moscow and the still greater scope of the work to be carried out in the near future make it particularly important to have a set plan for the building of the city, since the extensive development of construction in Moscow without a unified plan may extremely complicate the life and re-organization of the city in the future.

The Central Committee of the C.P.S.U. and the Council of People's Commissars of the U.S.S.R. reject the projects of preserving the present city intact as a museum-city and of creating a new city outside the limits of the present one. The Central Committee of the C.P.S.U. and the Council of the People's Commissars of the U.S.S.R. also reject the proposals to demolish the existing city and to build a new city in its place according to a totally different plan. The Central Committee of the C.P.S.U. and the Council of People's Commissars of the U.S.S.R. consider that in

drawing up the plan of Moscow it is necessary to retain the historical outlines of the city, but radically to re-plan it by co-ordinating the network of its streets and squares. The most important conditions for this re-planning are: the proper disposition of dwelling houses, industries, railway transport and warehouses, the deepening of the Moscow River and the introduction of new ponds, canals, etc., the elimination of congested areas, the proper organization of residential districts and the creation of normal and healthy living conditions for the population.

The Central Committee of the C.P.S.U. and the Council of People's Commissars of the U.S.S.R. consider that in the entire work of re-planning the city, uniformity in the architectural treatment of the squares, thoroughfares, embankments and parks must be achieved and that the best examples of classical and modern architecture, as well as all achievements in the technique of building construction, must be utilized in the erection of dwelling houses and public buildings. The hilly contours of the city, the Moscow River and the Yauza River, which intersect the city in different directions, the fine parks of Moscow—Lenin Hills, the Stalin and Sokolniky Parks, the parks at Ostankino and Pokrovskoye-Streshnevo and the Khimky Reservoir—all these individual sections of the city in all their variety taken as a whole make it possible to create a truly socialist city.

In consideration of the above the Central Committee of the C.P.S.U. and the Council of People's Commissars of the U.S.S.R. resolve:

To approve the following general plan for the reconstruction of the city of Moscow in the course of ten years and in the next three years, as submitted by the Moscow organizations.

I. Plan for the City of Moscow

1. In determining the size and in planning the layout of the city of Moscow, the decision of the June 1931 Plenum of the Central Committee of the C.P.S.U., concerning the inexpediency of creating huge cities with an agglomeration of a great number of enterprises in the existing urban centres and concerning the inadmissibility of building new industrial enterprises in the city of Moscow, shall be taken as a basis.

In accordance with this decision the extent of the growth of the city of Moscow shall be restricted, and the increase of its area shall be calculated on the basis of an urban population of approximately five million. This population shall be provided with complete municipal and cultural facilities (dwellings, city transport, water supply and sewerage, schools, hospitals, a network of stores, dining-rooms, etc.).

2. Inasmuch as some districts within the present territorial limits of the city (28,500 hectares) are overcrowded with buildings and inasmuch as the city as a whole is overpopulated and its area does not permit of the normal housing of the growing population, it is deemed necessary gradually to extend the territory of the city to cover an area of 60,000 hectares.

The extension of the area of the city of Moscow

shall be effected primarily by including 16,000 hectares of land adjoining the city in the southwest and located along the Moscow River beyond the Lenin Hills, between *Kuntsevo* and *Lenino* (formerly *Tsaritsino*), an elevated and conveniently situated suburban area, which is most healthful residential territory.

The gradual development of a new southwestern district provided with water mains, sewerage and other municipal services for the convenience of the population shall be undertaken. By the end of the ten-year period, new dwelling houses having one million square metres of floor space shall be built in this district.

In addition, the enlargement of the area of the city of Moscow shall be undertaken by including the territory located:

a) In the eastern part of the city in the direction of:
Izmailovo—approximately 2,445 hectares
Perovo-Kuskovo—approximately 2,400 hectares

b) In the southeastern part of the city in the direction of:

Textilshchiky, situated between the Ryazan Highway and the town of *Lyublino*—approximately 2,730 hectares

Lyublino—approximately 1,635 hectares

Novinky-Nogatino—approximately 815 hectares

c) In the western part of the city in the direction of the villages *Terekhovo*, *Mnevniki*, *Khoroshevo* and *Shchukino*—1,700 hectares

d) In the northwestern and northern parts of the city in the direction of *Tooshino, Zakharkovo, Aviagorodok, Khovrino, Likhobory, Medvedkovo*, etc.—approximately 3,100 hectares.

3. All suburban territories indicated in the general plan of urban development shall be placed at the disposal of the city of Moscow as reserve city land to be included within the city limits as construction progresses in them. All populated sections within the above-mentioned territory shall be placed under the administrative jurisdiction of the Moscow Soviet, and the latter shall immediately introduce into these sections the same rules concerning allotment of plots for construction purposes as have been established for the city of Moscow and shall also take all practical measures for the protection of lawns, trees and shrubs and for sanitary inspection in these localities.

The Moscow Soviet and the Executive Committee of the Moscow Region, together with the People's Commissariat of Agriculture, shall within three months define the exact boundaries and the order in which the areas reserved for the city outside its present territory are to be incorporated in the city and shall submit their proposals on this matter to the Council of People's Commissars of the U.S.S.R. for approval.

A protective belt of forests and parks up to ten kilometres in width shall be created beyond the limits of this territory. This belt shall consist of evenly distributed large forest areas adjoining the woods surrounding the city and shall serve as a reservoir

of fresh air for the city and a place of recreation for its inhabitants. These wooded areas shall be linked up with the centre of the city by parkways in the following directions:

- a) From the Sokolniky and the Izmailovo Parks along the banks of the Yauza;
- b) From the Lenin Hills and the Gorky Park along the Moscow River;
- c) From the park at Ostankino along Samotyoka and Neglinnaya Streets.

In addition to the large verdure bearing areas now on the territory of the city, new district parks and boulevards shall be laid out:

The city boulevards on the Sadovoye and Boulevard Circles, the park at Lenin Hills, the Stalin Park in Izmailovo, the Bubnov Park in Sokolniky and the parks at Krasnaya Presnya, Ostankino and Pokrovskoye-Streshnevo shall be improved and re-planned. The Pokrovskoye-Streshnevo Park shall be extended to include the Khimky Reservoir.

4. The water from the Volga River which will be available as a result of the construction of the Volga-Moscow Canal shall be utilized to the fullest extent to provide waterways for the city, for which purpose two new water circuits shall be created: one from the Klyazma Reservoir along the Eastern Canal through the Izmailovo Park, Textilshchiky, and the Southern Port near Kozhukhovo on the Moscow River, to the Khimky Reservoir; the other, within the city boundaries, shall be formed as a result of the construction of the northern inner-city canal, which

will connect the Khimky Reservoir with the Yauza River as far as the Moscow River.

5. The embankments along the Moscow River shall become the main thoroughfare of the city; the banks of the river shall be faced with granite and broad avenues shall be constructed, permitting the passage of through traffic along the embankments over their entire length.

The facing of the banks along the Moscow River with granite, within the city limits, from Shelepkha to Kozhukovo (a distance of 46 km., in addition to the 18 km. already constructed or in process of construction in 1935) shall be completed by the end of 1938. Asphalted thoroughfares, 40-50 metres wide, shall be constructed along these embankments.

Within three years the banks of the backwater canal shall be faced with granite over a distance of 8 km. (including the embankments under construction in 1935) and asphalted thoroughfares, 25-30 meters wide, shall be constructed along these embankments.

Embankments 20 km. long shall be constructed in the course of three years along the banks of the Yauza River, and asphalted thoroughfares, 25-30 metres wide, shall be constructed along these embankments.

During the next three years houses shall be built on the Krasnaya-Presnaya, Smolensk, Dorogomilovo, Berezhkovskaya, Prichalnaya, Kotelnicheskaya, Novo-Spasskaya and Rostov embankments, which shall be architecturally treated, and during the course of the

remaining years of the ten-year period similar work shall be carried out on the other embankments of the Moscow River, the backwater canal and parts of the embankments of the Yauza River from its mouth to the Sadovoye Circle.

The plan for Luzhniki shall be completed and its area cleared of small buildings by the beginning of 1937.

The land projecting into the backwater canal shall be cleared of all small buildings by the beginning of 1938, and a monument commemorating the rescue of the Chelyuskinites shall be erected on that place and the plot suitably laid out.

The work of draining, reinforcing the banks and planning the territory of the Lenin Hills shall be carried out.

In view of the fact that after the water level of the Moscow and the Yauza Rivers has been raised, the river banks faced with granite and asphalted thoroughfares built along them, the embankments will become the most favourable part of the city for residential quarters, they shall be reserved exclusively for the construction of dwelling houses and public buildings.

6. Taking the historical radial and circular system of streets as a basis for planning the city, this system shall be supplemented by a system of new streets which will serve to relieve traffic in the centre and afford the city districts direct communication with each other without necessarily passing through the centre of the city.

Accordingly, a new avenue shall be laid out parallel to the embankments running from Dzerzhinsky Square to the Palace of Soviets, Luzhniky and thence, along a specially constructed bridge with an elevated roadway approach, across the Moscow River and over the Lenin Hills to the new southwestern district.

In order to continue the work that has already been done in the construction of an avenue in the direction of the Palace of Soviets, Volkhonka Street, between Frunze Street and Antipyevsky Pereulok, shall be widened in 1936, and by 1937, when the construction of the new Moscow Soviet Hotel will be completed, the block of dwelling houses facing this hotel shall be pulled down. All buildings between Mokhovaya and Manezhnaya Streets as well as between Volkhonka and Bolshoy Kamenny Bridge shall be pulled down by the time the Palace of Soviets is erected. The avenue shall be reserved for government buildings as well as for public and scientific institutions.

7. Within a period of three years the width of the Red Square shall be doubled and the centrally located Nogin, Dzerzhinsky, Sverdlov, and Revolution Squares shall be reconstructed and architecturally treated.

The territory of Kitay-gorod shall be cleared of its present buildings with the exception of individual large structures, and in their place several large government buildings shall be erected.

The high hilly bank (at Zaryadye) shall be cleared of small buildings, and a great structure—the House of Industry—shall be built on the plot, with architecturally treated approaches to the River.

3. In order to facilitate pedestrian and vehicular traffic, the existing main radial and circular thoroughfares shall be straightened and their width shall be not less than 30-40 metres. The widening of the streets shall be effected by demolishing certain structures and by immediately clearing away the shrubbery and lawns from the streets and removing trees planted along some streets (for example—Meshchanskaya, Kalayevskaya, Dorogomilovskaya, Tulskaya, etc.), which reduce the width of the streets and obstruct traffic.

All structures at the intersection of the circles and the radial avenues which block the outlets of the boulevards shall be demolished and in their place architecturally treated squares shall be laid out.

During the ten-year period three broad avenues intersecting the whole city shall be created by connecting, straightening and widening several streets and small avenues in the following directions:

First: from Izmailovo Park to the Lenin Hills towards the new southwestern territory. A central city park shall be laid out at the Lenin Hills and the following streets shall be utilized along this route: Bolshaya Cherkizovskaya, Preobrazhenskaya, Strominka, Russakovskaya, Krasnoprudnaya, Kalanchevskaya, Kirovskaya, Teatralny Proyezd, Okhotny Ryad, Mokhovaya, Volkhonka, Ostozhenka, Chudov-

ka, Khamovnichesky Square, Bolshiye Kochky and Luzhniki.

Second: from Vsekhsvyatskoye along the Leningrad Highway to the Stalin Automobile Plant, utilizing for this route the Leningrad Highway, Gorky Street, Kuznetsky Most, Pushechnaya Street, Novaya and Staraya Squares, and the following streets: Solyanka, Yauzskaya, Internationalnaya, Radishevskaya and Bolshiye Kamenshchiky, Krutitsky Val, Simonovsky Val, Velozavodskaya Street and Tyufelev Boulevard.

Third: from Ostankino Park through Maryna Roshcha, Rozhdestvenka, Kitay-gorod, Balchug, Bolshaya Ordinka and Malaya Ordinka, Lyussinovskaya, Zemlyanaya and Bolshaya Tulskaya to the Serpukhovskaya Highway.

9. In addition to the central squares the following squares in the city shall be reconstructed: the squares in front of the railway stations and their approaches—Komsomolskaya, Kievskaya, the squares of the Kursk, Saratov, Savelovsky and the White Russian-Baltic Stations; Krestovskaya Zastava, Arbat, Smolenskaya, Sovetskaya, Pushkinskaya, Triumphalnaya, Sokolniky Circle, Commune, Krimskaya, Krasniye Vrata, Taganskaya, Krestyanskaya, 1905 Square, Preobrazhenskaya Zastava, Oktyabrskaya Zastava, Dobrininskaya Zastava and Kaluzhskaya Zastava. Architecturally well treated houses shall be built on them. In planning and designing these squares broad passages for traffic shall be provided and parking space for automobiles shall be reserved over which no traffic shall be permitted.

10. To approve in the main the outlines for the main thoroughfares submitted by the Moscow Committee of the C.P.S.U. and the Moscow Soviet, which also provide for:

a) The opening of new radial streets in the eastern and southern parts of the city: a street from Nogin Square to Prolomnaya Zastava, a street from Yauzskiye Vorota to the Stalin Automobile Plant and a street from Pokrovskiye Vorota to the Kursk Railway Station;

b) The opening of Novo-Kirovskaya and Novo-Arbatskaya Streets running parallel to the old radial streets, which are now overcrowded with buildings and overburdened by traffic.

11. To open the following new arterial circles:

a) A *central semi-circle* along Spasso-Glinishchevsky Pereulok, Bolshoy Komsomolsky Pereulok, Furkassovsky Pereulok, Kuznetsky Most, Art Theatre Proyezd and Ogarev Street, terminating at Kropotkin Square;

b) *An extension of the Boulevard Circle to Zamoskvorechiye;*

c) *A new boulevard circle*, for which the present route of the Kamer-Kollezhsky Val shall be utilized in the main;

d) *A new park circle* linking up the big parks of the city: Ostankino, Sokolniky, Izmailovo, Vedensky Hills, Lenin Hills, Luzhniki, Krasnaya Presnya and the Petrovsky and Timiryazev Parks.

12. With the object of relieving the centre of the city of through traffic, provision shall be made pre-

scribing the laying out of the following streets connecting the nodal points and districts of the city with each other by direct routes:

- a) A direct thoroughfare connecting the square in front of the White Russian-Baltic Railway Station and Komsomolsky Square;
- b) A direct thoroughfare connecting the square in front of the White Russian-Baltic Railway Station and the square in front of the Kiev Railway Station;
- c) A direct thoroughfare connecting Komsomolsky Square and Abel'manovskaya Zastava in the Proletarsky district;
- d) A direct thoroughfare connecting the Frunze, Lenin, Kirov and Proletarsky districts by way of Shelepkha, Oktyabrsky Square and the Stalin Automobile Plant.

Within a period of one year, the Moscow Soviet shall, on the basis of the approved outlines, draw up and adopt detailed plans for the erection of buildings on the city streets and squares, to be completed within the next ten years.

13. In order that the five million population of the city may be normally distributed and the residential districts properly organized, the following basic principles of construction and housing in the city shall be laid down:

- a) In planning and building new blocks and in re-planning the present city blocks, large blocks of from 9 to 15 hectares shall be laid out in place of the present small blocks of from 1.5 to 2 hectares, crowded with buildings which are from 50-60 per

cent small houses, and intersected by a multitude of lanes crossing the main streets.

b) Each of the blocks shall be occupied by a small number of large houses, with intervals between them so as to provide a maximum of light and air;

c) The city development shall be carried out in such a way as gradually to reduce the density of the population, which, although it is on the average 350 persons per hectare of residential block, at present exceeds 1,000 persons per hectare of residential block within the Sadovy Circle. Eventually the density of the population shall average 400 persons per hectare of residential block, evenly distributed throughout the entire city. In certain districts which are most convenient and favourable for residential quarters (as, for example, along the embankments), 500 persons may be allowed per hectare of residential block, in which case the number of storeys in the house shall be increased accordingly;

d) Dwelling houses of not less than 6 storeys shall be constructed in Moscow, while on the main thoroughfares and at such points of the city as call for the most effective and imposing architecture (embankments, squares and broad streets), dwelling houses of 7, 10 and 14 storeys shall be built.

14. To improve public service in respect of cultural and general welfare institutions, the construction of a network of schools, out-patient hospitals, dining-room, kindergartens, nurseries, stores, sports grounds, etc., shall be developed. The Central Com-

mittee of the C.P.S.U. and the Council of People's Commissars of the U.S.S.R. consider the tendency to install all such institutions in every large apartment house, reserving them for the exclusive use of the residents of that house, to be incorrect. The Central Committee of the C.P.S.U. and the Council of People's Commissars of the U.S.S.R. maintain that schools, out-patient hospitals, dining-rooms, kindergartens, nurseries, theatres, cinemas, clubs, hospitals, stadiums and other cultural and general welfare institutions must be located in the centre of a number of blocks so as to serve the needs of the residents not of one but of tens of apartment houses.

15. In order properly to utilize the area of the city of Moscow and to ensure healthy living conditions for its population, all enterprises which are fire hazards or which are injurious from the point of view of sanitation and hygiene, as well as individual, for the most part small, enterprises, located so as to hinder the planning of the streets and squares of the city, shall be gradually removed beyond the limits of the city.

16. Freight sorting stations and railway depots as well as inner-city warehouses near the railway lines shall be gradually removed beyond the limits of the city.

Railway lines converging on Moscow shall be connected by tunnels, starting with the construction of a tunnel connecting the Kursk railway line with the October railway line.

Some of the lines of the Circuit Railway shall be transferred to the southwest and southeast of their

present route, and provision shall be made for the construction of a second circuit railway beyond the city limits to relieve the city of all through freight traffic.

All the lines of the Moscow railway junction shall be electrified, starting with the electrification of the suburban lines.

In accordance with this, the People's Commissariat of Railways shall be instructed to draw up a plan for the reconstruction of the Moscow railway system.

II. The Construction and Reconstruction of the Municipal Services of the City of Moscow

The realization of the adopted plan of widening, re-planning and architecturally treating the city of Moscow requires a tremendous amount of work in building and reconstructing its municipal services, which will radically improve the cultural and living conditions of the population.

The following program of construction and reconstruction of the municipal services of the city of Moscow in the course of ten years (1936-45) and in the course of the next three years (1936-38) submitted by the Moscow Committee of the C.P.S.U. and the Moscow Soviet is hereby approved:

1. Within the ten-year period houses totalling 15,000,000 square metres of floor space (approximately 2,500 buildings) shall be built in the city of Moscow, of which 3,000,000 square metres (approximate-

ly 500 buildings) shall be built within the next three years, including:

800,000	square metres	in 1936
1,000,000	" "	" 1937
1,200,000		" 1938

Not less than 25 per cent of this house building program shall be carried out with the forces and means of the Moscow Soviet.

2. Six new hotels containing 4,000 rooms shall be built and, in addition, in the course of the next three years the new Moscow Soviet Hotel on Okhotny Ryad as well as the superstructure on the Grand Hotel shall be completed, and the second section of the hotel on the square facing the Kiev Railway Station shall be built.

3. Simultaneously with the further extension of the underground railway, the passenger service within the city of Moscow is to be increased so that by the end of 1938 there shall be:

2,650	street cars
1,000	trolleybuses
1,500	motorbuses
2,500	taxicabs

New tramway lines totalling 400 km. in length shall be laid in the course of the ten-year period; of these 100 km. shall be laid within the next three years.

In connection with the development of underground, motorbus and trolleybus traffic in the centre of the city, it is deemed necessary to remove street

car lines from the most congested streets, transferring them to the outlying streets of the city.

4. The diversity in the kind of paving material used on arterial streets and between the car tracks shall be eliminated, and asphalt shall be used as paving material throughout, with the exception of inclines where paving with small stone blocks or paving brick shall be permitted. All street car tracks within the city limits shall be placed on firm foundations of concrete and gravel. In the course of the ten-year period ten million square metres of city streets and squares shall be covered with asphalt, thus accomplishing the asphalting of all the streets and squares of the city. Within the next three years 2,500,000 square metres of Moscow streets and squares shall be covered with asphalt.

It shall be laid down that the construction of drains shall, as a rule, precede the covering of the city streets with asphalt.

5. Within the ten-year period 11 new bridges shall be built at an elevation corresponding to that of the Borodinsky Bridge (up to 8.6 metres above the water level at 120 metres above sea level) and 3 bridges shall be reconstructed by raising them to the same elevation, in order to improve communication between the districts of the city lying on either bank of the Moscow River and to provide a through passage along the river for large Volga boats.

Of the above bridges the following shall be constructed by the beginning of 1938: 4 new bridges across the Moscow River in place of the present

bridges—1) Bolshoy Kamenny, 2) Krimsky, 3) Moskvoretsky and 4) Krasnokholmsky—and 3 new bridges across the backwater canal—1) Maly Kamenny, 2) Chugunny and 3) Maly Krasnokholmsky. The following bridges spanning the Moscow River shall be raised by that time: 1) Ustinsky, 2) Novo-Spassky, and 3) the bridge of the White Russian-Baltic Railway.

The following bridges shall be built in new localities: 1) a bridge with an elevated approach from Luzhniki to the Lenin Hills connecting the present territory of the city through Luzhniki with the new southwestern territory of the city; 2) two bridges across the Moscow River and the backwater canal, affording a continuation of the Boulevard Circle from the Palace of Soviets to the Zamoskvorechiye district; 3) a bridge across the Moscow River which shall connect the Proletarsky and the Kirov districts, and 4) a bridge to replace the present wooden Danilov Bridge at the Stalin Automobile Plant.

The Krestovsky, Ostapovsky, Mitkovsky and Lenigradsky viaducts shall be constructed. The construction of the Krestovsky viaduct shall be completed in 1938.

6. In order to increase the water supply of the Yauza River and other water areas of the city the following work shall be carried out:

a) By 1939, a canal shall be built in the northern section of the city to connect the Khimky Reservoir with the Yauza River, which together will form an inner-city water ring;

- b) The bed of the Yauza shall be widened to 20-25 metres;
- c) All ponds on the territory of the city shall be cleaned and amply filled with water.

7. In order duly to prepare the Moscow water supply system to receive water from the Volga River and to supply it to the population, the construction of the Stalin Water Works using Volga water shall be begun immediately. The capacity of these works shall reach 25,000,000 vedros* of water a day in 1937 and 50,000,000 vedros a day in 1938. During the ensuing years, the Northern Water Works using Volga water, with a capacity of 50,000,000 vedros a day, and the Proletarsky Water Works in the southeastern section of the city, with a capacity of 25,000,000 vedros a day, shall be built. The total capacity of the Moscow water supply system shall be increased to 106,000,000 vedros a day by 1939 and to 180,000,000 vedros a day by 1945.

8. In order to raise the efficiency of the inadequate Moscow sewage system to the level of efficiency attained by the water supply system and in order to develop the sewage system in keeping with the development of the water supply system as herein provided for, the following work shall be carried out:

- a) The capacity of the sewers which drain water into the sewage farms shall be increased to 90,000,000 vedros a day by 1939 and to 120,000,000 vedros a day by 1945;
- b) The total capacity of the sewage farms shall be raised to 62,000,000 vedros a day during the next

*1 vedro 1.7 gallons.

three years and to 100,000,000 vedros a day by 1945.

9. The most important task in the reconstruction of the municipal services of the city of Moscow is the development of its central heating system (using the steam from the turbines at the steam-electric power plants)—a principal means of freeing the city from long distance hauling of fuel, of rationalizing its heat supply and of further increasing the supply of current to the city.

The Central Committee of the C.P.S.U. and the Council of People's Commissars of the U.S.S.R. deem it necessary to increase the aggregate capacity of the central heat and power stations, which at present reaches 89,000 kw., to 675,000 kw. by 1945.

By the beginning of 1939 the capacity of the Moscow central heat and power stations shall be increased to 275,000 kw. This is to be effected by the construction of the Stalin Central Heat and Power Station with a capacity of 100,000 kw., the Frunze Central Heat and Power Station with a capacity up to 50,000 kw., and the Central Heat and Power Station of the Stalin Automobile Plant, with a capacity up to 25,000 kw.—all to be completed by the beginning of 1939. The Central Heat and Power Station of the All-Union Heating Institute, with a capacity up to 64,000 kw., shall be completed in 1936 and that of the First Moscow Electric Power Station, with a capacity up to 24,000 kw., shall be completed in 1937.

10. In view of the fact that the capacity of the Moscow gas works is inadequate to satisfy the most pressing needs of the city, the People's Commissariat

of Heavy Industry shall by 1945 ensure Moscow with a supply of 600,000,000 cubic metres of gas per annum by developing the supply of gas to Moscow from out of town. Until the problem of the gas supply for Moscow has been fully solved, it shall be deemed necessary, along with increasing the capacity of the present gas works, to build a new coke and gas plant, with a total capacity of not less than 200,000,000 cubic metres of gas per annum, in the vicinity of Moscow. This new plant shall be opened by the beginning of 1938 and shall also produce coke for the requirements of the industries of Moscow and of the Moscow Region.

11. To proceed in 1936 with the reconstruction of the underground pipe and cable system of the city of Moscow by placing the telephone, telegraph, light and power cables, and gas and water mains into one collector, which shall permit the control, regulation and repair of these conduits without tearing up the pavements.

12. During the ten-year period, 530 new school buildings shall be constructed in the city of Moscow, of which 390 buildings shall be constructed during the next three years.

Not less than 17 hospitals and 27 dispensaries shall be built during the ten-year period. Of this number, 6 hospitals and 3 dispensaries shall be built during the next three years.

13. In order to serve the cultural requirements of the population the following shall be built in the city of Moscow during the ten-year period:

a) Fifty cinemas, of which 5 shall be built during the next three years;

b) Three houses of culture, a children's house of culture and 7 clubs.

14. Bearing in mind the continued increase in Soviet trade, public catering and the material well-being of the toilers, it is deemed necessary to build:

a) Nine big department stores, of which 2 shall be built within the next three years;

b) Five cold-storage plants with a total capacity of 50,000 tons, of which 2 shall be built within the next three years;

c) Large underground storehouses with a capacity of 600,000 tons for the storing of potatoes and other vegetables, of which, storehouses with a capacity of 150,000 tons shall be built within the next three years;

d) Three grain elevators with a capacity of 175,000 tons, of which one elevator shall be built in 1937;

e) Six bread factories, of which one shall be built by 1937;

f) Five large factories for supplying public dining-rooms with semi-prepared products; 3 such factories shall be built within the next three years.

15. In order to relieve the centre of the city of freight traffic, all warehouses serving as supply bases shall be removed from the territory of Kitay-gorod and the Boulevard Circle.

16. In order to ensure the fulfilment of that part of the adopted program for the reconstruction of Moscow which requires the demolition of houses and the removal of their residents, the Moscow Soviet shall reserve a special number of dwelling houses totalling 100,000

square metres of floor space for the temporary accommodation of the persons affected.

17. In order to ensure firm discipline in the building and planning of the city of Moscow and in order that construction on its territory shall fully conform to the approved general plan for the city, it shall be laid down:

a) That, irrespective of departmental jurisdiction, all construction work on the territory of the city of Moscow and the areas reserved outside the city limits shall take place only with the approval of the Presidium of the Moscow Soviet and under its control, and the injunctions of the Moscow Soviet shall be strictly complied with.

b) Construction shall be permitted on the territory of the city of Moscow only on condition that the plans for building and the architectural designs of such construction are approved or agreed upon by the Moscow Soviet.

18. The draft decision on the rules and regulations of Moscow city development submitted by the Moscow Committee of the C.P.S.U. and the Moscow Soviet shall be approved in the main and the Council of Labour and Defence shall be instructed to work out the details and to introduce the corresponding changes into the legislation which is now in force and which governs these questions.

19. All reconstruction work provided for in the general plan for the reconstruction of the city of Moscow in the period of ten years (1936-45) and in the next three years (1936-38) shall be incorporated in the respective annual plans and the Five-Year Plan.

20. The State Planning Commission of the U.S.S.R.,

jointly with the Moscow Committee of the C.P.S.U. and the Moscow Soviet, shall determine the amounts, the time limits and the consecutive order of appropriation of funds and material means which will be necessary in order to ensure the realization of the plan of work as provided in the present decision, and shall submit same to the Central Committee of the C.P.S.U. and the Council of People's Commissars of the U.S.S.R. for approval.

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The Council of People's Commissars of the U.S.S.R. and the Central Committee of the C.P.S.U. emphasize the fact that the task of the Party and the Soviet organs of Moscow consists not only in formally executing the plan of reconstruction of the city of Moscow, but first and foremost in building and creating high quality structures for the toilers, of ensuring that construction in the capital of the U.S.S.R. as well as the architectural design of the capital as a whole shall fully reflect the grandeur and beauty of the socialist epoch.

The Council of People's Commissars of the U.S.S.R. and the Central Committee of the Communist Party of the Soviet Union are fully convinced that the Moscow Bolsheviks, Soviet organizations, engineers, architects and building workers who have already shown many examples of high quality work will be able to discharge with honour the tasks entrusted to them.

V. MOLOTOV

Chairman of the Council of People's
Commissars of the U.S.S.R.

July 10, 1935.

J. STALIN

Secretary of the Central
Committee of the C.P.S.U.